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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
Diabetes.
Per doz. quarts... \$7.25
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12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

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The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,460 號十陸百肆千肆萬壹第 日捌十式月陸年十叁緒光 HONGKONG, TUESDAY, AUGUST 9TH, 1904. 式拜禮 號玖月捌年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

WATSON'S PRICKLY HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1381]

CUTLER, PALMER & CO.'S

Price \$11.00 PER DOZEN

Net

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a146]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following:
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES and HALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-manufacturing a
speciality.
H. S. ABDOLLA,
43 & 34A, Queen's Road East.
60a1

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Casks of 37½ lbs. net \$5.00 per Cask ex Factory.
Brgs of 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Kong, 1st August, 1904. [a1451]

THE JAPAN LAUNDRY COMPANY Y.

REORGANISATION.

THE above Company have already won great
admiration from all their customers, the
work being excellently done. A New Scheme has
recently been introduced, and the work is done
quickly and satisfactorily. Excellent hand-
men have just arrived from Japan. Charges
moderate. Special attention is directed to
washing and ironing. Orders will be executed
promptly. Head Office, No. 23, Cause Road.
Branch Office, No. 201, Mongkok Street.
L. NAKAGAKI,
Manager.
Hongkong, 23rd July, 1904. [1798]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.
SPECIALITY: HUMAN HAIR.
No. 12, Pottinger Street, Hongkong.
Agencies:—
CHIEF CHONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LUNG YEK, Fire Cracker Factory.
Hongkong, 1st June, 1904. [1887]

ESTABLISHED 1820.

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BILLIARD TABLE MANUFACTURERS,
60 & 61, BENTINCK STREET,
CALCUTTA.

SOLE MAKERS OF THE

STANDARD INDIAN BILLIARD TABLE

A reputation of over Eighty Years main-
tained against all competition, and the Standard
Table stands to-day

UNRIVALLED,
PERFECT IN DESIGN,
ACCURATE IN CONSTRUCTION,
MODERATE IN PRICE,
EXCELLENT THROUGHOUT.

Price List on Application to the "HONGKONG
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PO CHEUNG & CO.

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14, QUEEN'S ROAD, CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c., &c.

CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT
A MOMENT'S NOTICE.

Hongkong, 22nd July, 1904.

TELEPHONE 460.

[a1708]

KODAKS,

FILMS,

AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORF,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

[a38]

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

LONDON:—RANGOON STREET, CRUTCHED FRIARS.

GLASGOW:—ST. ENOCH SQUARE.

SHANGHAI:—FOOCHOW ROAD.

SINGAPORE:—RAFFLES QUAY.

AND

AGENCIES THROUGHOUT THE EAST.

HONGKONG:—15, QUEEN'S ROAD.

6th August, 1904.

[a35]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL,"
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.

Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG.

[a15]

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.

DOURO PORT,
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNQUALLED AT THE PRICE

E. C. WILKS & CO.

MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOSCEOL Goods kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address "MARINEWORK."

Telephone No. 353.

[a1153]

Hongkong, 1st May, 1904.

A MATTER OF TASTE

The people who appreciate our Soda Water most are particular people—those that can detect
the slightest deviation from goodness and purity.

It is these "finicky" people who are best pleased with our Soda—its flavor, its richness, its
perfection.

It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING.

At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

THE LAHMEYER ELECTRICAL CO., LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a37]

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LADIES' WHITE UNDER SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904.

[a34]

ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

[a333]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.

Fishing; 2 Vols., by Hatchinson ... \$21.00
Cricket, by Hutchinson ... 10.50
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SANDWICH DEVELOPERS.
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A Diary of the Russo-Japanese War;
with Maps and Illustrations, Parts 1
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As We Forgive Them ... 1.75
The Trail of the Serpent, by Bradton ... 0.45
A Ragged Messenger ... 1.75
The Main Chance ... 1.75
A Garden of Lies ... 1.75

[a33]

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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO.

[a35a]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager.

1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903. [1473]

JUST ESTABLISHED:

(Telephone No. 467.)

WING SUN & CO.

No. 54, QUEEN'S ROAD CENTRAL
(Premises Formerly Occupied by Messrs.
C. J. Gump & Co.)

HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.

Now Showing:—New Lot of Straw Hats,
Felt Hats, Panama, Umbrellas, Walking
Sticks, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [1912]

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [193]

CARLTON HOUSE.

10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.

Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.

For terms apply—

B. F. HOWARD,

Lessee and Manager.

Hongkong, 12nd July, 1904. [1921]

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons,
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
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Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerator.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! (No Extras!)

H. HAYNES,

Manager.

[a48]

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET.

[a914]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903. [a1892]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a29]

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

WM. FARMER,

Proprietor. [a1392]

"BOA VISTA" (HOTEL-SANTARIUM OF SOUTH CHINA) MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Huanchan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address:—"BOAVISTA."

For Terms, apply to

[a224] THE MANAGER.

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY

WARE, &c., &c.; and FOCHOW

LACQUERED WARE.

63, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903.

INTIMATION



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS

DRUGGISTS

PERFUMERS

CIGAR AND CIGARETTE

MERCHANTS

AERATED WATER MANUFACTURERS

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.
LIMITED.

NOTICE TO CORRESPONDENTS
Our communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PUNSA. Codes: A.B.C. 5th Ed.
P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 9th August, 1904.

The fall of a comet is an intangible, unsubstantial sort of thing, but there is usually a very real, material nucleus at the business end of it. This is more than can be said for many of the flying rumours with which we have been regaled in connection with the present war. How even a moment's attention can be paid by sensible folk to some of the stories published is a hard thing to understand. That thoughts are often sired by wishes we have the evidence of an adage to certify; but even that explanation scarcely fits the business-like air with which some men publish and others ponder such telegraphic trifles as that: "It is understood here (Chefoo) that it is rumoured in Timbuctoo that the Crimea has been captured, the return of the Alake of Abeoka being taken as an indication that the report has credence in diplomatic circles." If that sort of thing be war news, and there is a public demand for it, there ought to be sufficient allowance for the establishment of a rumour factory, and the promotion of a company to exploit it, with, of course, unlimited liability. In this war, most of the newspapers have had a fling at the two Governments of Japan and Russia, one or the other, to show their contempt for the usurpation by the authorities of what they not unreasonably regard as their own particular "pidgeon." Yet the conflicting reports of the rival generals cannot hope to vie as laughter-provokers with the despatches we have typified in one apocryphal example. Yet are the newspapers guilty of such puerilities wholly to blame? Is their offence not rather an indication of the greater blemish existing in the public which encourages them by paying

for them? Have we to admit, in this twentieth century of civilization and humanity, that a sanguinary struggle between two great peoples, such as we are now witnessing in the Russo-Japanese war, produces no emotion in the public mind other than a consuming and an increasing lust for mere sensations? Is it a fact that the watching millions are advanced no further stage, morally and intellectually, than the tiers of patricians who in ancient Rome held thumbs up or thumbs down to decide for life or death the fate of the prone gladiator in the reeking arena? Is the "great Russian reverse—two thousand casualties" nothing more than a breakfast table topic? As the smooth-chinned DEMOSTRIENES of the college debating club used to say: "Perish the thought!" Yet there are moments when we are tempted to entertain the unworthy suspicion. We are not of those who hold all war as wicked. With them we join issue, believing that the warrior's trade will last as long as the flow of sap or the law of evolution. Yet, holding that to fight for right and human justice is both natural and proper, we should be sorry to believe that the clash of men in anger, and the shedding of human blood and loss of human life, could ever be so lightly regarded as a passing show. That all men should be anxious and interested in the conduct and outcome of such a strife is something to be looked for, and however absorbingly displayed, not to be cavilled at. Those men who in tram and grill-room have been tempted to flippant comment should bethink themselves that the propagation of such a point of view tends to debasement and degradation. Those who sneer in couples are on a lower plane, even, than they who "cheered in thousands while the striplings went to war." With the advent of professionalism and big "games" at athletic contests, the national physique is deteriorating. With an insufficient appreciation of the seriousness of war, there must follow, in like manner, a retrogression of the moral fibre. TENNYSON'S utterance: "Let knowledge grow from more to more, And more of reverence in us dwell," has a deeper meaning than that upon its surface. Its purview is omnipresent. All this must sound like the cheapest of cheap moralising, but let the reader call to mind the comments he has heard, and probably made, with reference to the expected fall of Port Arthur, with the terrible carnage it is certain to entail; and the force of the warning cannot fail to strike home. With many others of our fellows, we shall hail the capture of Port Arthur, when it comes, with a huge relief, but the relief will not be because of an anticipated sensation at long last enjoyed. It will be because that event will figure, we hope, as the immediate precursor and harbinger of the end of a disagreeable duty; a war that was necessary to secure peace; but not any more pleasant or humorous to witness on that account.

Kobe is still getting ready for the fall of Port Arthur. Huge triumphal arches are on order.

The Polo Ground at Causeway Bay is still closed, as the Public Works Department think it is not yet in a fit condition for play.

The Englishmen of Shanghai met on the 2nd inst. to reorganize the local St. George's society, and to establish it on a permanent basis.

The Grand Hotel at Yokohama, the shareholders of which met on the 27th ultimo, paid eight yen per 100 yen share for the half year.

The Russians are compelling the local officials of Liaoyi and Hsinan to supply them with cattle and carts, contrary to the provisions of Treaty.

The engineering corps of the Chihli First Standing Army under the supervision of Chang have completed making a modern road from Paoyang to Shanhaikwan.

Writing to a member of the Daily Press staff, Dr. Sven Hedin, the famous explorer of Central Asia, describes the Japanese as "the most noble and clever nation in the world."

Prof. Jenks argues that success attending the introduction of ten-cash pieces in many parts of China supports his contention that a currency on a rational basis would be readily received by the people here as it has in other countries.

A London telegram to the Asahi announces that the U.S. Government regards the actions of the Vladivostok squadron as a menace to trade between the States and Japan on the Pacific, and is ready to take vigorous action if necessary.

The weekly plague return issued yesterday shows thirteen cases, all but one fatal, which brings the total for the year so far to 483, of which 468 were fatal. The return for the past 48 hours gave two cases, one being imported from Canton. Other communicable diseases last week included two cases of enteric (one from India) and two cases of smallpox (one European and the other Portuguese).

More drifting mines are reported in the Gulf of Pechili.

The wreck of the steamer *Maharaja* has been sold at auction at Yokohama for 7,500 yen.

The signal was hoisted yesterday afternoon indicating a typhoon to the south east of the Colony.

The town service of trams has made a start, the Arsenal Street curve being completed yesterday. To-day we expect to see the entire system in full working order.

The Duke of Marlborough, Under Secretary of State for the Colonies, has consented to become a Vice President of the Royal Colonial Institute, in succession to the late Sir James Youl.

The British destroyer *Janus*, which ran on a rock near Weihaiwei and was to be sent to Taku for repairs, has arrived safely, and is now in the hands of the Taku Tug and Lighter Co. Ltd.

Jacques Goliak, the last of an heroic band of 123 French soldiers who kept 12,000 Arabs at bay for four days in the Algerian campaign sixty-four years ago, died at Strasbourg recently, aged ninety years.

The *Times* announced on the 4th ult. that the Baltic fleet would leave about the middle of August, accompanied by twenty transports and several ships recently purchased by Russia abroad, as well as by vessels of the Volunteer Fleet.

We have no fear of a yellow peril, no dread of another Boxer outbreak. Those who are most anxious to spread beliefs of that sort have other reasons for so doing than plain fact. We believe, says the *Shanghai Mercury*, that the events of the past few months have been for the good of the world at large and of China in particular.

Another European has become a Buddhist monk in Burma, namely, a Mr. C. Roberts, who lately arrived at Rangoon from Singapore. Mr. Roberts accompanied the Secretary-General of the International Buddhist Society on his recent tour, as far as Saging, and was there ordained as Samanera, or Novice, under the name of Dipalamkara.

Mr. Chamberlain, in the debate on the vote of censure on the 2nd inst., said that his proposals were ripe for submission to the country, and he was certain they would ultimately be accepted. He urged Mr. Balfour to consider the calling of a conference of the colonies, to ascertain whether, in what he said on the subject, he had based himself on real knowledge.

An astonished, almost nervous world, looks on at the use the Japanese are making of the tools they have borrowed from the Western nations. It is something undreamt of, politically, and strategically. The *New Free Press*, which made the foregoing observation, reminds us of the Tooley Street tailors. Russia may be astonished and nervous, but Russia is not the world.

We had the pleasure of a visit yesterday, from the Herr Ludwig Schliebner, musical director, who has been doing great things in the musical world of Australia in conducting operatic and choral societies, as well as in training students for musical degrees. Herr Schliebner, whose original intention was to pass through Hongkong, has been persuaded to stay awhile and help to raise our local musical standards. He is at present a guest of Mr. C. Schroeder.

We hope the statements of a gentleman writing to the *N.C. Daily News* on the 5th inst. will be found to be exaggerations. Speaking of a mail steamer on which he travelled from Colombo, he says: "A commercial traveller, a regular passenger between ports from Singapore to Shanghai, had free access to the sorting room, and obtained his own letters therefrom. The same gentleman 'borrowed' copies of English newspapers from the sorting room; took them from their wrappers, read them, and returned them—or intended to return them."

A gentleman who had never been in the East before made the acquaintance of the sorting clerks, and obtained his mail travelling by same boat. This mail I have mail matter of a magazine description missing. Is it possible that there is any causal connection between such laxity as the above incident suggests, and the failure of my magazines to arrive at Shanghai?

One of our London staff has had the pleasure of inspecting the statue of Sir Thomas Jackson, by Signor Raggi, to whom Hongkong is already indebted for two very fine works of art, the Queen Victoria Statue and Canopy and the Statue of Sir Arthur Kennedy in the Public Gardens. Our representative writes that he feels every confidence this new work will add to the already high reputation of the artist, the likeness and expression of Sir Thomas being given with great fidelity. The figure is ten feet, and is to be erected on a pedestal ten feet high, which will bear the following inscription:

SIR THOMAS JACKSON,
Knighted 1809, Created Baronet 1902.
Joined the service of
The Hongkong & Shanghai Banking Corporation
1802.
Appointed Chief Manager
1802.
Retired 1902.

The statue is to be erected on a site to be selected, in some central position in the city of Victoria, at the cost of the Corporation. Sir Thomas has served so well. Mr. Raggi expects that the casting will be finished in about four months. The Beaconsfield Statue in Parliament Square, which is so much admired, is the work of the same artist, in whose studio are to be found statues of our late Queen, of the late Lord Salisbury, and of many others.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

LHASA OCCUPIED.

LONDON, 8th August.

The British Tibet expedition marched into Lhasa on Wednesday unopposed, the Chinese Amban assisting in the necessary negotiations consequent on the occupation of quarters in the Grand Lama's stronghold.

MORE ARMENIAN TROUBLE.

LONDON, 8th August.

The American squadron has been ordered to Smyrna. There has been a recrudescence of the Armenian agitation; the continued burning of Armenian villages, and the absence of active Russian intervention, has revived the old troubles, and the American ships are going to guard American interests. Germany is also on the *qui vive*.

The N.Y.K. steamer *Hyogo-maru*, which it was feared, was sunk by the Vladivostok Squadron on July 24th, arrived safely at Yokohama on July 26th from the Bonin Islands.

The *Courier Saiponeis* states that the French Government has sanctioned the construction of a large floating dock for Saigon. A scheme is also on foot for the creation of a good harbour and dock at Haiphong.

After relating the story of an impudent bicycle theft, the *Japan Herald* draws the following moral: "Never leave your bicycle outside without a lock on it, or some responsible person to look after it. There are thieves in Japan as well as in other countries, and distress caused by the war is adding to their ranks."

The "tailors of Tooley Street" again. The Tokyo Journalists' Club has solemnly resolved, in view of Russia's stolen march through the Dardanelles, and subsequent behaviour in the Red Sea, to "persevere with increased energy to crush the common enemy of all nations and so restore the permanent peace of the world." Journalists have been crushing Russia for quite a while, but with less effect than Oku, Kuroki, & Co.

THE R.A.O.B. AT MACAO.

On Sunday the King Edward Lodge of the R.A.O.B. went on an excursion, which turned out most enjoyable, to Macao. Beautiful weather prevailed, and a smooth sea, which was very satisfactory considering the number of ladies and children there were on board. Captain S. Bell Smith's popular steamer the *Wingchat* carried up the excursionists. As usual no pains were spared to see to the comfort of the passengers. Mr. J. H. Osberry, the president of the Lodge, and Mr. J. J. Blake, hon. secretary, did their part in making everything run smoothly. At Macao wharf one little hitch occurred—that was unpleasant while it lasted. Generally an excursion boat on its arrival has to pass through the slightest possible inspection by the port doctor, and the passengers are at liberty to go ashore as soon as the necessary formalities have been got over, which is, one might say, immediately the gangways have been made fast; and there is no reason why such should not be the case. On this occasion the boat was delayed for about half-an-hour of the wharf. Most of the crowd went straight for fifth at Macao Hotel, where all were made welcome and treated well by the proprietor, Mr. W. Farmer. After lunch there was the usual segregation: some to the Barriers, other to the beach, most to the gambling tables to try their luck at fan-tan and to come back with either jingling pockets or good resolutions for the future. The majority returned with the good resolutions. Dinner was served at the Macao Hotel also; and a start was made about half-past seven for home, which was reached at 11.40.

A LONG VOYAGE.

The American barque *Evie J. Ray*, Capt. F. Kaster, had a very long voyage from Borneo to Hongkong. She left Rajang on the 2nd October last, and encountered a typhoon off the coast of Luzon, being nearly driven ashore. After the storm the vessel was found to have severely strained herself, and was making water freely. It was found necessary to put into Nhatrang for repairs. After leaving that port for Hongkong the steam pump broke down, and they had to put into Manila, where the ship was again repaired. Another typhoon was met with, and again the ship put back in distress. The *Evie J. Ray* was over ten months on the voyage from Borneo to this port.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 8th at 11.20 a.m. The barometer has fallen throughout China and S.W. Japan and risen slightly in N.E. Japan: in the Philippines it is stationary.
The typhoon has entered the China Sea still moving towards the N.W. Strong N. winds may be expected in the Formosa Channel and freshening N.E. winds in the northern part of the China Sea.
Forecast:—Fresh E. to N.E. winds, fair.

THE WAR.

[FROM OUR OWN CORRESPONDENT.]

DECISION IN "KNIGHT COMMANDER" CASE.

LONDON, 8th August.

The Russian Prize Court at Vladivostok has declared that the steamer *Knight Commander* was a lawful prize, and that the sinking of her by the Squadron was therefore justifiable.

[REUTER'S SERVICE.]

RUSSIAN LOSSES ADMITTED.

LONDON, 8th August.

The Russian Volunteer cruiser *St. Petersburg* has passed Aden going eastward.

Reuter's correspondent in St. Petersburg wires, it is stated from a good source, that the Russian casualties in the last battles in the Haichong district amount to at least four thousand.

WAR ITEMS.

LATEST FROM PORT ARTHUR.

A number of Russian refugees, who left Port Arthur on the 2nd, arrived at Chefoo on the 3rd inst., and reported that the Japanese troops are close to Port Arthur. Their shells fell inside the town, while the Russian men-of-war were bombarding the Japanese position from the harbour. Since the 26th ult. the fighting has been raging with great severity, except on the 28th ult., when the fire slackened a little. Non-combatants are compelled to find shelter outside the port, for fear of being made a target for shells, or being forced to join the volunteers.

RUSSIAN SORTIE FROM PORT ARTHUR.

While the Japanese destroyers were engaged in blockading work at Port Arthur, twelve Russian destroyers and four torpedo-boats, with gunboats, attempted on Monday evening (1st inst.) to pass Liaotshan. They were promptly checked and regained the harbour, being under Japanese fire for twenty minutes altogether. It is difficult for more than perhaps a single vessel to run the Japanese blockade.

NO STAND EXPECTED AT LIAOYANG.

It is reported in military circles in St. Petersburg that General Kuropatkin has decided to evacuate Liaoyang shortly, though not without fighting. Winter quarters are to be prepared at Harbin for the Russian troops.

RUSSIAN PRISONERS TRY TO ESCAPE FROM JAPAN.

It seems that the intentions of the Russian prisoners of war who effected their escape from the Public Hall at Matsuyama and were subsequently recaptured, were not so innocent as was surmised. An examination of them proves, says the *Kobe Chronicle*, that they intended to make their way back to Russia. It is said that Captain Melinsky was the ring-leader, and that he instigated the others to make their escape. The plan of the officer was that they should make their way to the seashore and there buy or commandeer a boat and proceed to Kobe, where the officer intended to seek advice as to the course to be taken for returning to Russia. All of the men had cut their hair very short and shaved off their beards. They had in their possession tinned meats, bread, salted beef, water, umbrellas and knives. Captain Melinsky carried with him a beef knife, net, and a map of Japan printed in English.

THE SIEGE OF PORT ARTHUR.

Special telegrams to the *N.C. Daily News* state that the attacking army continued its advance on the 24th, 25th, and 26th ult., and occupied a position about five miles from Port Arthur. After a furious attack on the 28th, and 29th ult., the Japanese occupied a position where the Russian hospitals were established. The Russian casualties were numerous. The army is now stationed at a point about two and a half miles from the enemy. Although the enemy's forts have been so strengthened as to be considered impregnable, they are all expected to fall into our hands before long.—A European who left Port Arthur on the 29th ult. and arrived at Tientsin states that the Japanese troops occupied two forts at Laolong-tan on the 27th ult. They retired on the 29th, when the Russians recaptured the forts, but the Japanese seized them again, taking a roundabout way from the west coast, and cutting off the retreat of the Russians, many of whom in the confusion were drowned in the sea. The Japanese troops on the 28th ult. had reached a point four miles north-east of Port Arthur.

A STALE INVENTION.

A message from St. Petersburg to the London papers states (according to the *Kobe Chronicle*) that a Russian has invented a new form of war chariot for use with the Russian army. It consists of a motor-car with sharp knives outside, which revolve with the wheels. The driver is protected by means of a bullet-proof screen. The inventor claims to be able with this contrivance to exterminate a detachment of 150 soldiers. No panic has yet been caused at Japanese headquarters by the news. If the *Kobe Chronicle* is not joking, as it does sometimes, this "inventor" must have amazing impudence. This weird war engine, minus the motor and the bullet-screen, was used in Queen Boadicea's time.

A QUEER STORY.

H.M.S. *Ocean*, which arrived at Weihaiwei on the 2nd inst., reported, says the *N.C. Daily News*, that she was followed by a large cruiser which, when requested, refused to show her colours until, when she came close, the *Ocean* cleared for action, and the cruiser then flew the German flag.

NOT A WASTED EFFORT.

According to a Tokyo dispatch to the *Asahi*, General Kuropatkin recently remarked to a certain foreign gentleman that his plan to relieve Port Arthur had been frustrated by the defeat of his forces in the vicinity of Telissu, but that the operations had nevertheless had the effect of causing the Japanese to withdraw a large portion of the troops destined for the attack on Port Arthur in order that they might be sent northwards to check the Russian advance southwards.

"JACK LONDON" IN A BAD TEMPER.

"It is only natural that you should receive favourable reports from the front," said "Jack London" to an American paper. "To begin with, unless one praises the Japanese in one's reports the military censor is very liable to toss the despatch into the waste-paper basket, while reverses to their arms are not allowed to be sent at all. Consequently one hears little but good about them. Personally I dislike their methods of procedure, very much, and I do not think there is one foreign correspondent with the Japanese forces who will say a kind word for them after he is out of their clutches."

TORPEDO BOAT FIGHTING.

Admiral Togo reported that the 14th, 16th and the tenth and eleventh gunboats which were specially attached to this flotilla, together with the torpedo picket-boats carried by the battleships *Mikasa* and *Fuji*, attacked on the 24th inst. the enemy's destroyer flotilla, which was hiding in the bay east of the Hailongsheng promontory. The torpedo picket-boats saw three explosions. The gunboats, approaching the enemy's vessels, fired severely at them, but owing to the dense fog then prevailing the result was not ascertained. There were no Japanese casualties. According to Russian refugees who have reached Chefoo, three Russian destroyers were sunk in this fight.

DUM-DUM BULLETS.

The Japanese correspondents attached to General Kuroki's headquarters at Tsakokou report that among the spoils seized by the right wing of the First Army at Saitakou on the 28th June was a number of ammunition belts containing "dum-dum" bullets for quick-firing revolvers. These will shortly be brought to Tokyo and submitted to the experts for examination. If they prove to be "dum-dums," the use of which is prohibited by the Hague Convention, Japan will lodge a protest through a third Power. In answer to recent Russian allegations of Japanese cruelty, the correspondents have enumerated instances of Russian outrages.

BOARDED BY RUSSIANS.

C.M.S. "TSINAN" ARRIVES AT HONGKONG.

The China Navigation Co.'s *Tsinan* arrived from Japan yesterday. Capt. Brown, interviewed by a *Daily Press* reporter, describes his exciting experiences with the Vladivostok squadron as follows:—

The *Tsinan* was on a voyage from Hongkong to Yokohama with general cargo. Approaching the Japanese coast, on the afternoon of the 24th ult., we sighted three Russian warships, which afterwards turned out to be the Vladivostok Squadron. The three vessels were named *Rosita*, *Gromoboi*, and *Rurik*. It was about 4 p.m. when the vessels had approached close to us. One of them, the Admiral's ship, no doubt, hoisted signals for us to "stop instantly," and we did so. A boat of armed men, and two officers, then put off to us. One of the officers, accompanied by a signalman, boarded, and asked for my papers, which I had all ready. After examining my manifest the officer signalled off to the flagship, and the Admiral replied. He said he was not going to send a prize crew on board, but desired us to take the *Lasours*, 21 in number, of the *s.s. Knight Commander*, which had been sunk by the squadron. He said, indeed, that as the *Lasours* were British subjects we would have to take them. While the men were being transported to my ship the officer sat down and had a whisky and soda with me. He said they were all tired of capturing unarmed merchantmen, and were "spoiling" for a fight. He had lost count of the number of small Japanese freight craft they had sunk. I might mention, by the way, that the officer spoke excellent English. His accent and gesticulations, however, were just what one would expect from a Frenchman. He made a great boast of being on the Tokyo side of the coast. The Japanese, according to him, were at present suffering severely from "swollen heads," but they were sure to get a big "take down" before long. The Port Arthur Squadron was in good condition. War, he thought, was likely to be carried on for a long time. Russia, of course, being victorious in the end. He admitted that the Japanese had a bit of their own way so far, but they were about to get a big set back. Rice, he mentioned to me, was contraband of war. I was ordered to reduce steam, and finally when he left me he told me to keep my ship stationary till the squadron had disappeared over the horizon. I proceeded on my journey as the light was failing.

"And what did you think of it all?" asked the reporter.
"What could I think of it?" answered the good-natured skipper, laughing. "He had the drop on me, you see; and if we came to disputing I don't think it would have been fists."

NEW STEAM LAUNDRY
FOR KOWLOON.

HALL OF CROWN LAND.

A public auction was held at the Public Works Department offices yesterday afternoon, for the sale of one lot of Crown land at Hom-tai for a term of 75 years with the option of renewal at a Crown rent, to be fixed by His Majesty's surveyor, for one further term of 75 years. The lot in question is known as Inland Lot No. 1157, and is situated near the Kowloon Farm. Its boundary measurements are 180ft. north, 256ft. 2in. south, 31ft. 10in. east, 497ft. 2in. west. The content in square feet is 73,080, and annual rent \$672.

The special conditions of the purchase were that the purchaser fill in the whole area of the lot to such levels as the Director of Public Works may approve: form a road 50 feet wide on the south-east side of the lot, and also fill in the narrow strip between the proposed road and the existing road to Ma Tau Wei. Permission will be given to sink a well to obtain water for the purposes of the laundry business at a point to be determined by the Director of Public Works. The purchaser will not be allowed to sell or otherwise dispose of any water obtained from the well without permission first having been obtained from Government. The purchaser must compensate any squatters or leaseholders at present on the lot—that is by plan signed by the Director of Public Works and dated 29th July, 1904. The purchaser must make such provision as may be considered necessary by the Director of Public Works for carrying off the water used for laundry purposes and to efficiently drain the premises and surrounding area. Permission will be granted to the purchaser to obtain any earth required for filling in lot from Crown land in the vicinity at points approved by the Director of Public Works. He will also be permitted to remove any stone met with at such points and must level off the ground to the satisfaction of the Director of Public Works.

The upset price was \$21,924; and the Steam Laundry Co. bid \$20 more than this, met with no opposition.

RACING.

THIS MONTH'S GYMKHANA.

Arrangements in connection with the next gymkhana, to be held—weather permitting—at Happy Valley on the 27th inst., have been completed. There will, altogether, be six events.

First will be a 1½-mile flat race—handicap for all China ponies. Jockeys who have won an official race in Hongkong or China will be penalized 2lbs.; while, on the other hand, jockeys who have never won an official race in Hongkong or China will be allowed 5lbs.

Event No. 2 is "Tent pegging," the best of three runs. Points will be awarded for pace and style.

A 5-furlong flat race for all China ponies which have never won a race comes next. Weight for inches as per scale. Unplaced ponies will be allowed 5lbs.; jockeys who have won an official race in Hongkong or China will be penalized 2lbs.; and jockeys who have never won an official race in Hongkong or China will be allowed 5lbs.

No. 4 on the list is a "Ladies' nomination ball and bucket race." Each gentleman is to gallop up the straight past his nominator, who will throw a ball for him to catch as he gallops by. The ball—if caught—must be thrown into a bucket which will be placed further up the course. It will be the best of three runs.

As usual, the most important contest will be the Gymkhana Club Challenge Cup (one mile), value \$250, for all China ponies. Weight for inches as per scale. Winners of an open race or open griffin race must carry 5lbs. extra; non-winning subscription griffins will be allowed 5lbs.; jockeys that have won an official race in Hongkong or China must carry 2lbs. extra; and non-winning jockeys will be allowed 5lbs. The cup will be won by the pony scoring most marks in the races for the cup by the end of the Club's season. The benefit of marks already scored will pass with the pony on a sale. Any pony that wins a race will have to carry 5lbs. extra for each win in subsequent starts for the cup. Penalties are accumulative up to 15lbs. Five must start or there will be no race.

The meeting will finish up with a hurdle race for China ponies. Catch weights 10st. 10lbs. Ponies that have won one jump race must carry 3lbs. extra; winners of two or more jump races, 6lbs. extra; jockeys who have won an official race in Hongkong or China will be penalized 2lbs.

Entries close at the Hongkong Club on the 20th instant. To be acceptable they must be accompanied by fees.

A NAVAL LESSON.

One result of the naval war in the Far East is likely to be a reconsideration of the armament of our battleships. Practically all the engagements by the Russian and Japanese ships have been at long range, and thus guns of high calibre have been more effective than moderate-sized weapons capable of attaining high rates of fire. These latter must, of course, be always desirable, because occasions arise when it is of the greatest importance to get in as many shots within a given time as possible. But the primary consideration, it would seem, must be the maximum muzzle energy from the greatest number of guns consistent with as high a rate of fire as possible. The 6-inch quick-firer, which has hitherto been regarded with so much favour for the secondary armament of our battleships, can no longer be accepted as satisfactory. For many of the engagements the 6-inch gun proved deficient in range, and could not be used, so that the ships had to depend entirely upon their 12-inch breech-loaders.

SUPREME COURT.

Monday, 8th August.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND T. SKEGGIN SMITH (JUDGE).

CHAN UT SUI AND FUN KAN SHAN Y. CHU LEE AND CHU PING.

The Court heard an appeal against the decision of the Chief Justice in this case. Mr. M. W. Slade (instructed by Mr. H. J. Gedgo, of Messrs. Johnson, Stokes and Master, solicitors), appeared for the appellants; and Messrs. E. H. Sharp, K.C., and H. E. Pollock, K.C. (instructed by Mr. J. Scott Harston, of Messrs. Ewens and Harston, solicitors), for the respondents.

The case was originally brought by the plaintiffs to determine the respective rights of themselves and the defendants with regard to a certain portion of the Praya Reclamation which is situated in front of Marine Lot 53 (A). The plaintiffs ask that it should be declared by this Court that they are entitled to the area of reclamation land marked red on the plan annexed to certain Articles of Agreement between one Chu Chuen and Mr. Bruce Shepherd, on behalf of the Governor of Hongkong, dated 5th October 1889; that is to say, to such proportion (from front to back) of the whole of the Reclamation to Marine Lot 53 (A), as the frontage of the plaintiffs' property, Station B and D of the said lot upon the old Praya, bears to the whole frontage of Marine Lot 53 (A) upon the said roadway. The defendants, who were sued as the executors of one Chu Chuen, deceased, denied, in their defence, that the plaintiffs were entitled upon the two construction of the Praya Reclamation Ordinance, 1889, to any part of the reclamation, and they pleaded that they (the defendants) were in possession of such reclaimed land. At the date of the action the plaintiffs held B and D, formerly held by their predecessor in title, Yin Chow, who died in 1893; and the defendants held Section A and "the remaining portion" of Marine Lot 53 (A), by devolution of the property from Chu Chuen, who died in 1898. The whole of the frontage, therefore, on the old Praya, of Marine Lot 53 (A) was taken up by Section B and D and the "remaining portion."

When the Chief Justice delivered judgment on the original hearing he said the first question to decide was, to what portion of the disputed reclamation Yin Chow was entitled as frontager. His answer was "the whole." That being so, had Yin Chow or had the plaintiffs as his representatives so conducted themselves in the matter as to make it unfair and inequitable that the defendants should be held trustees for the whole? It seemed to him that, if the plaintiffs were willing to refund with interest at 8 per cent. the \$2,000 paid by Chu Chuen to Mr. J. D. Stephens and the money contributed by Chu Chuen and the defendants towards the cost of making the Praya, he ought to decree that the Crown Lease of the whole disputed portion of the Reclamation ought to be granted (on payment of any further contribution that might become due as final settlement of the Praya Reclamation accounts) to the plaintiffs or, if granted to the defendants, that the land must be held by them in trust for the plaintiffs.

Mr. Slade in his argument contended that by not entering into the reclamation agreement within the time limited by the Reclamation Ordinance Yin Chow, the predecessor in title, gave up every legal right that he had under that Ordinance. What the Court had to do was to construe the undertaking with reference to this land and to say what amount of the reclamation should be assigned to the respondents under the limitation.

Mr. Sharp said the defendants had contended from the beginning that the back section holders were not entitled to the frontage. The question for their Lordships was what was the meaning of the words "equitable proportion" in the Ordinance.

After a discussion which lasted all day the case was adjourned.

THE DEVELOPMENT OF CHINA.

The *Kohincho Zeitung* learns from Shanghai that, by virtue of an Imperial Decree, Welsheim, Chou-tsun, and the suburb of Tsien-fu, are to be thrown open to foreign trade, but the date is not yet fixed. In this action on the part of China the *Kohincho Zeitung* sees an attempt to checkmate Germany's growing influence in Shanghai.

The Portuguese Minister to China has visited Shanghai for the purpose of bringing about a commercial treaty with China, and also with a view to securing the concession to build a line of railway from the Portuguese settlement at Macao to Canton. As the port of Macao has been improved, the addition of such a railway would, no doubt, restore a great deal of its former prosperity; and it is quite likely that Hongkong would feel the effects of the competition that would follow.

It is to be regretted in the interests of British trade with China that the projected railways from Kowloon, opposite Hongkong, to Canton, and also from Shanghai to Nanking are still awaiting construction.

The Shanghai correspondent of the *Kohincho Zeitung* reports that the Governor-General Chang Chi Tung and Wei Kuang Tsu met recently at Nanking to discuss the question of removing the arsenal at Kiangnan, near Shanghai, to Wuhu, and they decided to give up the idea of building a new arsenal at Wuhu. In its stead Ping-siang, in the province of Kiangsi, was chosen. At Ping-siang the well-known Sheng owns a large coal-mining industry, which is being developed rapidly, and the presence of a good supply of coal will be of great importance to China's new arsenal.

POLICE COURT.

Monday, 8th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

LARCENY.

Two merchant sailors were charged with stealing an overcoat from another sailor, and selling it at a pawnshop for 30 cents.

The defendants, who brought a witness to prove an alibi, were convicted and sentenced to 14 days' imprisonment each.

KIDNAPPING.

A Chinaman was charged with kidnapping a little girl of five. The complainant, the child's mother, deposed that she went to the market with her daughter, and on returning home left her in the street for a few moments. When she went to look for her little later she had disappeared. She (complainant) sent word to her husband, who was selling things in the street, and he found the girl with defendant, on a steamer bound to Taiho. The man was arrested.

Defendant said he knew the child, and simply took her out for a walk. He went on the launch to see a friend. He would have brought her home again.

Six months' imprisonment and six hours' stocks.

NOT PROVEN.

A young Chinaman was charged with unlawful possession of four pieces of clothing. Two pieces were garments of female attire.

Defendant said the clothing belonged to his sweetheart at Macao. A witness was called to give evidence that he had seen the young lady named wearing one of the pieces produced.

The man was discharged.

SAID TO BE LOST.

Two Russians were charged on remand with unlawful possession of six pearls, valued at \$1,400. It was said that the pearls were stolen at Canton.

Madame Papier, of the Colonial Hotel, acted as interpreter.

The defendants pleaded that the pearls were a part of the loot at the Siege of Peking.

Mr. P. W. Goldring, solicitor, of Mr. John Hastings' office, prosecuted, and Mr. Harding, solicitor, of Messrs. Ewens and Harston, defended.

The case was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

DRUNK.

John William Harding was fined \$1 or four days' imprisonment for being drunk and incapable.

TRESPASS.

Three men were charged with trespassing in the servants' quarters attached to the *Daily Press* office.

Mr. Hale, the manager, said that the object of the prosecution was to stop gambling in the coolie quarters. He was not in a position to say that the defendants were gambling, but a game was in progress when he was called to the quarters. With the employees of the office he could deal, but as he had repeatedly warned outside coolies off the premises he in this instance resolved to prosecute.

The defendants admitted the charge saying they went to see their friends.

Mr. Kemp fined the men \$10, or three weeks' imprisonment each.

GAMBLING.

Ten men charged with gambling at West Point were each fined \$2 or seven days' imprisonment.

Five other men charged with street gambling at Chungshan were each fined \$3 or ten days' imprisonment.

SELLING GIRLS.

A man and woman (Chinese) were charged with taking part in the selling of two girls, of about 15 or 16 years, to a topkiss.

They were convicted and each sentenced to one year's imprisonment.

MARINE COURT.

Monday, 8th August.

BEFORE HON. CAPT. L. BARNES LAWRENCE R.N. (MARINE MAGISTRATE).

BAD SEAMANSHIP.

L. Sergt. G. Boole, of the Water Police, charged the master of the launch *Wing Fook* with failing to observe the rule-of-the-road in the waters of Hongkong, on the 5th inst.

Complainant stated that at 420 p.m. on the 5th inst. he was in No. 7 police launch at the Northern Ferry, steaming easterly. He saw the defendant's launch on the port side about 500 yards away. Defendant gave two blasts on his whistle; and complainant blew one blast, and altered his course slightly to starboard. Defendant crossed his bows, and when he (complainant) saw there was danger of collision he went astern. There was very nearly a collision.

Defendant said that his police launch was moving slowly he thought there would be time to cross his bows.

Capt. Barnes-Lawrence warned the man to be more careful, and he fined him \$5 or seven days' imprisonment.

SOME CRICKET RESULTS.

The match between Oxford and Cambridge was drawn, the scores being Oxford 253 runs and Cambridge 290 runs for eight wickets. Sussex has beaten Leicestershire by an innings and 92 runs. Surrey has beaten Derbyshire by an innings and 103 runs. Yorkshire has beaten Warwickshire by an innings and four runs. The match between Notts and Lancashire was drawn. Yorkshire has beaten Derbyshire by four wickets. The Gentlemen have beaten the Players at the Oval by an innings and 39 runs. Eton has beaten Harrow by an innings and 12 runs. Derbyshire has beaten Leicestershire, t Leicestershire, and Sussex has drawn with Essex at Brighton.

NORTH BORNEO TRADING CO., LD.

The seventh ordinary general meeting was held last month at House. Mr. A. J. Scrutton, who presided, moved the adoption of the report. He stated that the company were still making satisfactory progress, although not to so great an extent as in the previous year. A considerable rise had taken place in the value of the rubber trees which the company had planted. These had increased in number and utility, and the company were certainly doing well in that respect. The timber sales had shown a considerable advance, and prices had increased. Now that matters in China were settling down the company were doing better business. The latest accounts which had been received from Borneo showed that the company's land and timber were going up in value. Mr. C. P. Bennett, who seconded the motion, dealt in detail with various small changes which had taken place in the items of the accounts during the year. He stated that the cash in London was £2,500 more than it was last year, because since then a call had been received. The cash in Borneo was £1,525 less because of the extra stock carried forward there. The trading account showed an increase in gross profit of about £350. He then proceeded to read a number of long letters from the manager in Borneo. In the course of these Mr. Altman stated that he had every confidence that the demands of the Chinese markets would be good and far in excess of the company's output, even if it were quadrupled. The shipments of timber from Borneo during the first four months of 1903 amounted to 63,485 cubic feet, and for the corresponding period of this year to 123,019 cubic feet. During the first quarter of the current year 118,182 cubic feet of timber were sold—an amount practically equal to the total quantity shipped for that period. He had systematically prospected and had proved the value both of the leased and the freehold land. Mr. Spurling, in the course of a short discussion, pointed out that the original Borneo company took a considerable time to turn the corner. The motion was adopted.

QUESTIONS IN PARLIAMENT.

In the House of Commons on the 4th ult., Mr. Wolff asked the Under Secretary for Foreign Affairs whether he was aware that the British steamer *Altamont*, while proceeding from Moscow, in Japan, to Singapore with a cargo of coals consigned to a British subject, was seized by a Russian vessel and taken to Vladivostok, and had since been condemned there as a prize and confiscated; and would he state what steps the Government proposed to take in order to obtain the release of the vessel.

I said Percy said the Government were aware of the facts, and were in communication on the subject with H. M. Ambassador at St. Petersburg, who had asked to be supplied with an official statement of the grounds of condemnation. It was understood that the owner of the vessel had taken steps to lodge an appeal, for which a month's time was allowed, to the Supreme Prize Court which would sit at St. Petersburg. In these circumstances the Government would await the decision of that tribunal before deciding what steps they could take when the full facts of the case were before them.

Mr. Wolff: Will anything be done in the meantime to urge the Russian Government to release the vessel?

Mr. T. W. Russell: The captain and crew are confined to Vladivostok. How can they lodge an appeal?

Mr. J. Dorlin: Where is this appeal to be tried?

Earl Percy: At St. Petersburg.

THE LATE M. DE PLEHVE.

M. de Plehve, who is usually regarded as M. de Witte's enemy and rival, was appointed Chief of the Police after the assassination of Alexander II.; he afterwards became Secretary of State for Finland, and in this capacity was responsible for the abrogation of the Finnish constitution, and on the murder of M. Sipiagin succeeded him as Minister of the Interior. His policy in this office has been marked by a degree of arbitrary severity unusual even in Russia, says Mr. Geoffrey Drage in his recent book, "Russian Affairs." In 1902 he obtained an order from the Tsar forbidding the collection of statistics by the zemstva through a large part of Southern Russia on the ground that the collectors exercised a harmful political influence.

He is said to have given passive aid to the strike movement at Odessa in 1902 in order to lure the strikers to commit some outrage which might excuse a subsequent resort to armed force. In the matter of the Kishineff massacres in the spring of 1903 he is believed to have been an active cause. After the minds of the population had been exercised against the Jews by the circulation of inflammatory pamphlets, M. de Plehve sent a confidential dispatch to the Governor of Bessarabia, instructing him, in the event of disturbances, to refrain from the use of arms. As a consequence the anti-Semitic riot continued for two whole days and resulted in the death of forty-five Jews while five hundred were injured, and about ten thousand persons rendered homeless. A deportation of the Jews of Kishineff to M. de Plehve was received with coldness and informed that the Minister meant to render life in Russia impossible for them, and this, he added, was not a threat, but merely a declaration of intention.

M. de Plehve has since informed the leaders of the Zionist movement that they will not be allowed to leave Russia.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

WAR CORRESPONDENT'S WIFE.

A suit for divorce has been filed in court at Seattle by Mrs. London, wife of Jack London, the well-known war correspondent and magazine writer. Mrs. London's petition for divorce is based on the grounds of cruelty and desertion. She and Jack London were married in 1900. Mrs. London asserts that when living in Oakland recently her husband brought to their home a young woman named Miss Anna Strunsky, who is a graduate of Stanford University. Miss Strunsky collaborated with Jack London in a series of papers entitled the *Kemp-ton-Wace Letters*, which were widely read. In her petition Mrs. London alleges that Miss Strunsky was installed in her Oakland home by London and remained there for several weeks despite Mrs. London's protests. The latter also asserts that her husband frankly told her that his affections were transferred to another.

LOCAL COLOUR FROM KAIPING.

A Japanese soldier wrote an interesting letter to the *Asahi* from Kaiping, of which this is a portion translated by the *Koto Chronicle*. "Our army marches only by the compass, regardless of rivers, hills, roads, and valleys, and we beat out very good roads for the Chinese, and also the commissary, &c., which follow the main body. Soldiers are heard occasionally exclaiming: 'We are come to make roads for the Chinese!' There are no bridges over the rivers, which are minus banks, and there are no trees on the hills. It is a bleak country. There are only one or two wells in each village, and you may imagine the difficulty of obtaining drinking water. The river sides are generally chosen for quartering the troops, and here the soldiers sink wells in the sandy banks. Owing to the scarcity of water, and especially of fuel, it is impossible to cook food and boil rice on any large scale sufficient for a battalion in itself. This makes it necessary for each man to cook his own rice and other food. Since landing on the coasting up to the present we have spent the nights in tents, over a straw of *kibi*, without any extra night cover other than what we wear. We used only one day the blankets we carry with us. They were immediately stored away, together with overcoats. We are without blankets to sleep in, without overcoats to keep us from the rain, and the food is very coarse, yet we are all doing very well and are in sound health. Happily we have had little rain until recently, but during the last few days it continued to rain for four days without cessation, and we are now having a very hard time. The weather here is generally dry, but when once rain begins it continues to fall for days. During this rain for four days most of the men could not sleep, being thoroughly drenched. The rain makes our life the more difficult as we are now halting. It is better during the march, and we are all anxious to commence moving without delay. The great valour shown by our gallant soldiers in battle has no chance of being known to the public at home, as no newspaper correspondents are with us. This is felt to be regrettable, and we have received instructions from our commanders to write to the newspapers reporting the gallant actions on the field of battle of our men."

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P. & O. steamer *Coronadell* left Singapore for this port on the 6th August, at 4 p.m., with the outward English mails, and is due here on the 11th August, at about 6 a.m.

The I.G.M. steamer *Preussen* left Kobe via Nagasaki and Shanghai yesterday morning, and may be expected here on Tuesday, the 16th August.

The I.G.M. steamer *Gneisenau* left Colombo on Saturday, the 6th August, a.m., and may be expected here on Wednesday, the 17th August.

The C.P.R. steamer *Empress of India* arrived at Yokohama at 9 a.m. on Monday, the 8th Aug., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on Tuesday, the 9th August.

The C.P.R. steamer *Empress of China* arrived at Nagasaki at 8 a.m. on Monday, the 8th Aug., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 7 p.m. on Tuesday, the 9th August.

The P.M. steamer *Korea*, with mails, &c., arrived at Manila yesterday morning at 8 a.m., and will leave for this port this afternoon, due here on the afternoon of the 11th August.

The O. & O. steamer *Gulic*, with mails, &c., from San Francisco to the 16th July, via Honolulu, leaves Yokohama for this port via Kobe, &c., this morning.

The O. & O. steamer *Doric*, with mails, &c., which left hence July 9th for San Francisco via Honolulu, arrived at her destination on the 8th August.

The Boston Towboat Co.'s steamer *Pleides* left Manila on Sunday night, and may be expected here on the morning of the 11th August.

The N.Y.K. steamer *Peking*, from London, &c., left Singapore for this port on the 6th Aug., and is expected here on the 12th August.

WEATHER AT SEA.

Arrivals from all directions report light to moderate monsoon and fine weather.

MISCELLANEOUS.

The *Shantung* arrived from Java yesterday with 3,500 tons of sugar for Messrs. Butterfield & Swire.

The *Nipponia* arrived from Moji yesterday with 3,050 tons of coal for Messrs. Jeffries & Co.

The M.M. *Oceanic*, carrying the homeward mails, arrived from Yokohama yesterday.

The *James Brand*, from Palo Bukum, has 5,029 tons of oil aboard.

The *Kwongwai* brought 1,500 tons of rice and 60 tons of timber from Bangkok for Messrs. Butterfield & Swire.

The *Babelsberg* brought 1,000 tons of coal and 700 tons of general from Japan to Hongkong, for the M. B. K.

AFTER THE STORM.

The *Nigrita* reports having passed a considerable amount of floating trees and junk wreckage outside the Formosa Channel.

A MYSTERIOUS BUOY.

The *Anpho*, from Saigon, reports having on Sunday passed a derelict buoy in Lat. 19 N., Lon. 112E. It was painted white with black vertical stripes, and had a bamboo staff with blue flag and two lamps attached. A small chain was hanging down from the top of the buoy into the water.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. 14

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO
MASTER
PLAYERS"

IN LOWERING THEIR PRICES.

AND WE NOW OFFER THEM

FROM \$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH

OR CREDIT TERMS.

These Players have been tested in Hongkong or 5 years (at the Peak included) without a Single Failure, which can be said of no other Player.

THE

ROBINSON PIANO CO. LD.

Hongkong, 3rd, August, 1904. 1409

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Code: A.R.C., 5th E2. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

AGENT WANTED to represent a First-Class Firm of CORK MERCHANTS, who have established connection with Brewers, Beer Bottlers, Aerated Water Manufacturers, Wine Merchants and Wholesale Chemists. Address: ANDREW SYMINGTON, 5, Goo Go Street, Tower Hill, London, England. 1943



AS FOREMAN (Chinese), to look after Building Work Generally; must be able to speak and write English, and accustomed to Outdoor Building Work. Apply to Office in Charge of Works, H. M. Naval Yard, Hongkong. Hongkong, 9th August, 1904. [1944]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAIMUN."

Captain Passmore, will be despatched for the above ports TO-MORROW, the 10th inst., at Noon.

For Freight or Passage, apply to **DOUGLAS LARCAIR & CO.,** General Managers. Hongkong, 8th August, 1904. [1940]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 13th inst., at 3 p.m.

For Freight or Passage, apply to **DAVID SASSOON & CO., LD.,** Agents. Hongkong, 8th August, 1904. [1941]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 10th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by **DAVID SASSOON & CO., LD.,** Agents. Hongkong, 8th August, 1904. [1941]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL AND THE STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **BODWELL & CO., LIMITED,** Agents. Hongkong, 8th August, 1904. [1942]

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 15th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised. No Fire Insurance has been effected. **BUTTERFIELD & SWIRE,** Agents. Hongkong, 8th August, 1904. [10-11]

RUINART PERE & FILS, REIMS

Established 1719, CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents. Hongkong, 18th May, 1903. 1264

NEW ADVERTISEMENTS

OCEAN STEAMSHIP COMPANY, LIMITED,

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GLAUCUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 15th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised. No Fire Insurance has been effected. **BUTTERFIELD & SWIRE,** Agents. Hongkong, 8th August, 1904. [10-11]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles—

H.E. Sir Matthew Nathan.

The Dowager Empress.

Economic Nutrition.

Telnet and War.

Japan's Religious Loyalty.

Hongkong Street Obstructions.

Hongkong Jottings.

The War: Selected Telegrams.

War Items.

Alerts of the New Governor.

Supreme Court.

Hongkong Electric Tramways.

Hongkong Cooks in Rand.

Fakhoi.

Canton.

The United Asbestos Oriental Agency, Ltd.

Hongkong and Shanghai Banking Corporation.

Anti-Christian Riot in Hupeh.

A Day in the New Territory.

Correspondence.

The American-China Development Co.

Riots at Canton.

Boating.

Racing.

Miscellaneous.

Hongkong and Port News.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance postage 82.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 31 cents each, or \$1 for three copies Cash.

Hongkong, 6th August, 1904.

INTIMATIONS

NOTICE.

WE beg respectfully to notify our

Customers that we have been appointed

AGENTS for ROPES from the well-known

manufacturers, Messrs. R. HOOD HAGGIE

& SON, LD., of Newcastle-on-Tyne.

ARCULLI CRUZ & CO.

Hongkong, 30th July, 1904. [1922]

WANTED.

BY Officer in Charge of Works Department.

Naval Yard, an ACCOUNTANT

CLERK; must be an Efficient Typist and a

Good Arithmetician.—Apply by letter, stating

age and salary required, to Officer in Charge of

Works, H. M. Naval Yard, Hongkong.

Hongkong, 6th August, 1904. [1921]

WANTED.

DOCTOR Wanted immediately for Emigration

Steamer. Must be a British subject.

Apply—

T. C. E. D.

Care of Daily Press Office.

Hongkong, 6th August, 1904. [1927]

ACCOUNTS.

AN EXPERT BOOKKEEPER, having

experience in the above, would be pleased to take

charge of a set of Books.

Considerable experience in formulating

systems of subsidiary accounting.

Able to demonstrate the position of a firm in

the most concise manner.

Entangled accounts straightened out.

Accounts Supervised.

Moderate Remuneration.

Apply to—

Care of Daily Press Office.

Hongkong, 16th July, 1904. [1932]

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good

Working Order and condition.

Length 36 feet.

Breadth 7 feet.

Depth 3 feet 6 inches.

Engine, Compound Outboard Condensing.

Price \$3,250.

Apply to—

X.

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1974]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

WEDNESDAY,

the 24th August, 1904, at 3 p.m., at their

SALES ROOMS, No. 8, Des Voeux Road

(Corner of Lee Hoock Street),

The British Screw Steamer

"HOICING."

Built in London in 1879, Length over all 175

feet. Breadth 26 1/2 feet. Depth 14 feet. Gross

Tonnage 590, H. P. nominal 200. Cylinder 26

in. by 48 in. Stroke 22 in. Revolution of

Engines per minute 80. Working Pressure 60

lbs. 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400

Passengers.

Terms—As usual.

For Further Particulars, apply to

HUGHES & ROUGH,

Auctioneers.

Hongkong, 5th August, 1904. [1916]

TO LET

TO LET.

3RD FLOOR, suitable for Office.

Apply to—

WING CHEONG,

35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

LARGE AIRY ROOMS in Offices Build-

ing in British Consession, Canton.

For particulars, apply to—

P. O. BOX 22,

Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

"LEIGHTOR," the PEAK.

Apply to—

JEBSEN & CO.

Hongkong, 27th April, 1904. [1107]

TO LET.

5 NEW HOUSES in Bauhin Road (on

Lot 591).

Apply—

LEUNG TUNG PING,

Care of Kin Lee & Co.,

4, Queen's Road East.

Hongkong, 18th July, 1904. [1756]

TO LET.

NO. 6, UPPER MOSQUE TERRACE.

European residence, commanding fine

view of the Harbour; Water and Gas laid on

Possession from 1st August, 1904.

Apply to—

G. J. SEQUEIRA,

Care of A. R. Marty.

Hongkong, 25th July, 1904. [1803]

TO LET.

THE EYRE (PEAK).

BELILIOS TERRACE, Nos. 10, 13 & 21.

No. 3, SEYMOUR TERRACE (Furnished).

"BANGQUE" (PEAK) from 1st August.

No. 2, COLLEGE GARDENS, from early

in November, 1904.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 5th August, 1904. [1429]

TO LET.

NO. 11, MOSQUE JUNCTION. Full

View of Harbour.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH.

Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 19th July, 1904. [73]

TO LET.

THREE FIRST-CLASS SHOPS.

European Style, in Kowloon. Posses-

sion on or about 31st August, 1903. Moderate

Rentals.

Apply to—

HUMPHREYS' ESTATE &

FINANCE CO., LD.

Hongkong, 21st June, 1904. [1611]

TO LET.

NO. 1, RIFON TERRACE (in FLATS).

No. 4, RIFON TERRACE.

No. 19, WONG-NEI-CHONG ROAD.

FLATS in MOUNTAIN TERRACE, facing the

Polo Ground.

OFFICES in course of erection, CONNAUGHT

ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

No. 1, CLIFTON GARDENS, Conduit

Road.

OFFICES in Nos. 10 & 16, DES VOEUX

ROAD, Central.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

SHIPPING.

ARRIVALS.	
AN PHO, British str., 568, J. Kynoch, 8th Aug.—Saigon 26th Aug., Rice.—Chico.	
CARL DIEDERICHSEN, German steamer, 767, Schleier, 8th Aug.—Hollow 7th Aug. General.—Jensen & Co.	
CATHERINE APCAAR, British str., 1,730, A. Stewart, 8th Aug.—Calcutta and Singapore 3rd Aug. Mails and General.—David Sassoon & Co., Ltd.	
GLAUCUS, British str., 3,325, Major, 8th Aug.—Liverpool and Singapore 3rd Aug. General.—Butcher & Co., Ltd.	
HANUSANG, British str., 1,356, S. Wilde, 8th Aug.—Shanghai 4th Aug. General.—Jardine, Matheson & Co.	
LEONOSANG, British str., 1,092, G. S. Weigal, 8th Aug.—Manila 5th Aug. General.—Jardine, Matheson & Co.	
MACDUFF, British str., 1,882, R. Glegg, 8th Aug.—Liverpool 24th July, General.—Dodwell & Co.	
NORBERT, British str., 1,530, Harrison, 8th Aug.—Mojito 31st July, Com.—H. U. J. J. J.	
OCEANIAN, French str., 1,250, Q. Oliver, 8th Aug.—Shanghai 4th Aug. Mails and General.—Messageries Maritimes.	
SHANTUNG, British str., 1,587, J. Marich, 8th Aug.—Java ports 30th July, General.—Butcher & Co., Ltd.	
TSINAN, British str., 1,190, W. B. Brown, 8th Aug.—Kutchin 3rd Aug. General.—Butcher & Co., Ltd.	
ZAFIRO, British str., 1,611, Rodger, 8th Aug.—Manila 2nd Aug. General. Shewan, Tomes & Co.	

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 8th August.

Changchow, British str., for Canton.

Chungking, British str., for Saigon.

Huangang, British str., for Canton.

Joseph Diederichsen, German str., for Pakhoi.

Stam, British str., for Singapore.

Wachow, British str., for Amoy.

DEPARTURES.

8th August.

BORG, Norwegian str., for Hongkong.

BRUNHILDE, German str., for Kutchinotzu.

PAUSANG, British str., for Kobe.

KWANGHAI, Chinese str., for Canton.

VESSELS IN DOCK.

8th August.

ABERDEEN DOCKS.—U. S. S. Pathfinder, Shanghai, H.M.S. Lochalsh, Glenelg, Kaima, Lough, Latham, H.M.S. Robin.

COSMOPOLITAN DOCK.—Triton.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"LAISANG," Captain E. J. Taid, will be despatched as above TUESDAY, the 9th inst., at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 2nd August, 1904. [1892]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"MANCHE," will be despatched for the above ports on or about WEDNESDAY, the 10th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 4th August, 1904. [2]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"CAPRI," Captain Belito, will be despatched as above on THURSDAY, the 11th August, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 29th July, 1904. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"BEDOUIN" ... 12th Aug.

"LOWTHER CASTLE" ... 20th Aug.

"ATHOLL" ... 15th Sept.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 9th August, 1904. [877]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship.

"EMPIRE," Captain Helms, will be despatched for the above port on WEDNESDAY, the 17th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1904. [1924]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL.	SIMLA	Brit. str.	F. H. Summers	P. & O. S. N. Co.	18th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	BOYUNE	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	16th inst.
LONDON, AMSTERDAM & ANTWERP	PELUS	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 19th inst.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	30th inst.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	13th Sept.
MARSEILLES, &c. via PORTS OF CALL.	OCEANIAN	French str.	Oliver	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP	BENLARIQ	Brit. str.	Wallace	GIBB, LIVINGSTON & CO.	11th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	Quick despatch.
BREMEN, via PORTS OF CALL.	PREUSSEN	Ger. str.	E. Prehn	MELCHERS & CO.	17th inst., 9 a.m.
HAVRE & HAMBURG	NUBIA	Ger. str.	Habel	HAMBURG-AMERIKA LINIE	11th inst.
HAVRE, BREMEN & HAMBURG	BADENIA	Ger. str.	Reardon	HAMBURG-AMERIKA LINIE	18th inst.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Miltzoff	HAMBURG-AMERIKA LINIE	27th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	10th Sept.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	20th Sept.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Bohrus	HAMBURG-AMERIKA LINIE	4th Oct.
TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Brit. str.	Mistorigo	SANDER, WIEBER & CO.	18th Oct.
GENOA, MARSEILLES & LIVERPOOL	SARACON	Brit. str.	Reardon	BUTTERFIELD & SWIRE	31st inst., F.M.
GENOA, MARSEILLES & LIVERPOOL	LOOMENEUS	Brit. str.	Reardon	BUTTERFIELD & SWIRE	22nd Sept.
NEW YORK via SUEZ CANAL	BEDOUIN	Brit. str.	J. White	STANDARD OIL CO.	About 12th inst.
NEW YORK via SUEZ CANAL	EPSON	Brit. str.	J. White	SHEWAN, TOMES & CO.	3rd Sept.
VANCOUVER, via SHANGHAI, &c.	HUBSON	Brit. str.	J. White	STANDARD OIL CO.	About 10th Sept.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	J. White	CANADIAN PACIFIC R. CO.	To-morrow.
VICTORIA (B.C.) & TACOMA via JAPAN	E. OF INDIA	Brit. str.	Geo. Wright	DODWELL & CO., LIMITED	24th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	HYADES	Brit. str.	Geo. Wright	BUTTERFIELD & SWIRE	To-day.
PORTLAND (B.C.) & SEATTLE via N. PAC. &c.	MACDON	Brit. str.	Geo. Wright	PORTLAND & ASIATIC CO.	11th inst.
AUSTRALIAN PORTS	ARABIA	Brit. str.	Bahle	BUTTERFIELD & SWIRE	25th inst.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	To-morrow.
SHANGHAI	HANGSANG	Brit. str.	Helms	JARDINE, MATHESON & CO.	17th inst., at Noon.
SHANGHAI	MANCHE	French str.	Helms	MESSAGERIES MARITIMES	12th inst., at 4 p.m.
SHANGHAI	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	About 11th inst.
SHANGHAI	SHANTUNG	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	About 10th inst.
SHANGHAI	WYHU	Brit. str.	G. M. Montford	BUTTERFIELD & SWIRE	13th inst.
SHANGHAI and KOBE	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 23rd inst.
NINGPO & SHANGHAI	WHAMPOA	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	11th inst.
TAMU, via SWATOW & AMOY	FRITZJOFF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	14th inst., 10 a.m.
ANPING, via SWATOW & AMOY	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-morrow, 10 a.m.
SWATOW, AMOY & POCHOW	HAIMUN	Jap. str.	H. Kraft	DODWELL & CO., LTD.	To-morrow, Noon.
SWATOW & SHANGHAI	CHOYANG	Brit. str.	Passmore	JARDINE, MATHESON & CO.	To-morrow, 4 p.m.
SWATOW, CHEFOO & TIENTSIN	KANSU	Brit. str.	Passmore	JARDINE, MATHESON & CO.	16th inst., 2 p.m.
SWATOW, CHEFOO & TIENTSIN	TAMING	Brit. str.	Passmore	BUTTERFIELD & SWIRE	25th inst.
MANILA	LOONOSANG	Brit. str.	Passmore	JARDINE, MATHESON & CO.	To-day.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	12th inst., 4 p.m.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	13th inst., 10 a.m.
MANILA	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	About 12th inst.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	17th inst., at Noon.
CEBU & LOILO	KAIFONG	Brit. str.	R. W. Almond	BUTTERFIELD & SWIRE	20th inst., 10 a.m.
KUDAT & SANDAKAN	MAUSANG	Brit. str.	R. W. Almond	JARDINE, MATHESON & CO.	16th inst.
SINGAPORE, PENANG & CALCUTTA	LAYSANG	Brit. str.	E. J. Taid	JARDINE, MATHESON & CO.	24th inst., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	C. APCAAR	Brit. str.	A. Stewart	JARDINE, MATHESON & CO.	To-day, at 2 p.m.
BOMBAY via SINGAPORE & PENANG	CAPRI	Ital. str.	Belito	DAVID SASSOON & CO.	13th inst., 3 p.m.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, 1904, at 1 p.m., the Company's Steamship "OCEANIAN," Captain Oliver, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 8th August. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th July, 1904. [2]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship.

"BENLARIQ," Captain Wallace, will be despatched as above on THURSDAY, the 11th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1904. [1739]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship.

"EPSON," Captain J. White, will be despatched for the above port on SATURDAY, the 3rd September.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th August, 1904. [1630]

HONGKONG-CANTON LINE.

THE British steamship.

"YING KING," Captain E. J. Page, of 1682 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m.

1st Class ... \$3.00 for Single Journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [7]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 p.m., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904. [72]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schulds	September 14th, 1904.
"NUMANTIA"	4,370	Wagner	October 10th, 1904.
"NICOMEDIA"	4,370	Wagner	October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 20th July, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON S CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Geo. Wright	Tuesday, August 9th
SHAWMUT	9,606	W. M. Smith	Wednesday, August 11th
TREEMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons	W. M. Smith	About 12th August.
S.S. TREEMONT	9,606 tons	T. W. Garlick	About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREEMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 13th July, 1904. [7]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 10th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 21st Sept.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 19th Oct.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... \$62.

Intermediate on Steamers ... \$40. ... \$42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Fadder Street.

6.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER-LOYD,

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMANTRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 13th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"MOYNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 10th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 30th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"MACHAON"	On 11th August.
	"TELEMACHUS"	On 7th September.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 9th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 10th August.
NINGPO and SHANGHAI	"WHAEMPOA"	On 11th August.
SHANGHAI	"SHAOHSING"	On 12th August.
SHANGHAI	"WUHU"	On 13th August.
CEBU and LOILO	"KAIFONG"	On 16th August.
SWATOW, CHEFOO and HIENTSIN	"KANFU"	On 25th August.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th August, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR SINGAPORE, PE- NANG & CALCUTTA	S.S. "LAISANG"	On TUESDAY, 9th Aug., at 2 P.M.
FOR SWATOW & SHAI	S.S. "CHOYSANG"	On WEDNES, 10th Aug., at 4 P.M.
FOR MANILA	S.S. "LOONGSANG"	On FRIDAY, 12th Aug., at 4 P.M.
FOR SHANGHAI	S.S. "HONGSANG"	On FRIDAY, 12th Aug., at 4 P.M.
FOR SWATOW, CHE- FOO & TIENTSIN	S.S. "WOSANG"	On TUESDAY, 16th Aug., at 2 P.M.
FOR KUDAT & SAN- DAKAN	S.S. "MAUSANG"	On WEDNES, 24th Aug., at 2 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze-Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"
Captain F. R. Summers, carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 13th
AUGUST, at Noon, taking passengers and
cargo for the above ports in connection with the
Company's s.s. "China," 7,912 tons, from
Colombo, Passengers accommodation in which
vessel is assured before departure from Hong-
kong.

Silk and Valuable (all cargo for France, and
Tea for London) will be carried on the
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London, etc., will be conveyed
from Bombay by the R.M.S. "Balaarat," due
in London on the 25th September.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 1st August, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.
FARE (week days) 1st Class (including cabin
and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

VESSELS ON THE BERTH THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPEN-
HAGEN AND BALTIC PORTS.
THE Danish Steamer

"PRINS VALDEMAR,"
Captain Koch, will be ready to load on or about
SATURDAY, the 20th August.
For Freight or Passage, apply to
MELOCHERS & CO.,
Agents.

Hongkong, 18th July, 1904. [1843]

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship
"HUDSON,"
will be despatched on or about the 10th
September.

For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 28th July, 1904. [1844]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to

DODD & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw
Steamer "TAI ON,"
Captain J. Lawrence, leaves the Tung Yik
Wharf, Praya West, on MONDAYS,
WEDNESDAYS and FRIDAYS at 8.00 P.M.,
returning from Canton on TUESDAYS,
THURSDAYS and SATURDAYS, at 5 P.M.

Saloon	Chinese Saloon	2nd Class	Steerage
\$2.00	\$1.00	0.50	0.20

This well-known steamer has been fitted
throughout with Electric Light. Unrivalled
accommodation, excellent cuisine, best brands
of Wines and Spirits at moderate charges.

YIK ON S. S. CO.,
309, Des Vaux Road Central.
Hongkong, 9th July, 1904. [1874]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer
"PAUL BEAU,"
Captain Franguel, leaves Hongkong for Canton
at 9 P.M., on SUNDAY, TUESDAYS and
THURSDAYS, returning to Hongkong the
following days, leaving Canton at 5 P.M., taking
passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Merin, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at the
usual hour.

These two magnificent and up-to-date
steamers are lighted with Electricity.
The Saloon is under European Supervision.
First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese ... 80
Deck ... 30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further particulars, apply to
J. L. ANDRIEUX, Agent.
The Phoenix, Queen Road Central
Hongkong, 23rd March, 1904. [420]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship
"MERIONETHSHIRE,"
Captain G. C. Gandy, having arrived from
the above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th inst., at 2.30 P.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 3rd August, 1904. [1898]

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE
THE Steamship

"CAPRI,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and
all Goods remaining in the Godowns after the
10th instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 3rd August, 1904. [4]

PRINTING OF ALL KINDS at the most
moderate prices at
THE "DAILY PRESS" OFFICE
All proofs are read and all work
superintended by Englishmen. Always
equal and generally superior to that
done anywhere else. Estimates given

TAI WOO, PHOTOGRAPHER AND PORTRAIT PAINTER.

DEVELOPING AND PRINTING Under-
taken. Views for Sale.

36, Queen's Road Central, 2nd Floor.
Hongkong, 8th August, 1904. [1832]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES:

\$25 per Quarter.

No CHARGE FOR INITIAL INSTALLATION.

N.B.—A special charge is made for line of
more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets
can be supplied.

ELECTRIC SUPPLIES:

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical work

Address—No. 2, Ice House Road.

W. STUART HARRISON, A.M.I.C.E.,
Manager.

Hongkong, 16th April, 1904. [24]

THE JOB PRINTING DEPARTMENT OF THE

"HONGKONG DAILY PRESS"

IS REplete WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,
CIRCULARS,
VISITING CARDS,
AND

COMMERCIAL PRINTING

TURNUED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH.
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING. MACHINE RULING, GOLD LETTERING, AND MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK, LEDGERS AND ACCOUNT BOOKS

AT PRICES WHICH COMPARE
FAVOURABLY WITH ANY OTHER
PRINTING ESTABLISHMENT IN THE
FAR EAST. ESTIMATES FURNISHED

Hongkong, 1904.

SHIPPING

SHIPPING IN PORT.

STEARERS.
BABELSBERG, German str., 1,500, H. Wendt,
6th August.—Kobe 31st July and Moji 2nd
August. General and Coals.—Nippon
Yusen Kaisha.

BELGIAN KING, British str., 2,153, J. Harton,
2nd Aug.—Kantsu 27th July, Conls.—
Bradley & Co.

CAPRI, Italian str., 2,713, G. Belsito, 3rd
August.—Bombay 16th July and Singa-
pore 29th, General.—Carlovitz & Co.

CARL MENZEL, German str., 984, J. Janssen,
3rd Aug.—Malay Bay 23rd July, Timber.
—East Asiatic Trading Co.

CHANGCHOW, British str., 1,204, Monkmann,
7th Aug.—Shanghai 3rd Aug., General.—
Butterfield & Swire.

CHOTSANG, British str., 1,424, H. J. Roopie,
2nd August, Shanghai 27th July and
Swatow 1st August, General.—Jardine,
Matheson & Co.

CHUKONG, British str., 487, Darcy, 12th July,
—Manila 7th July, Ballast.—Chinese.

CHUNSHANG, British str., 1,416, R. Cor, 27th
July.—Sandakan 22nd July, Timber and
General.—Jardine, Matheson & Co.

EMMA LOYKEN, German str., 1,160, Martens,
—28th July.—Singapore 22nd July, Sugar
and Nuts.—Chinese.

GLENHOLM, British str., 2,274, J. Rafferty, 1st
Aug.—Middlebrook, Antwerp, London 18th
June, General.—McGregor Bros. & Co.

GLENOSIE, British str., 2,389, W. J. Larkins,
31st July.—Amoy 30th July, General.—
Chinese.

HEIMDAL, Norwegian str., 761, Johnson, 3rd
August.—Chesoo 20th July, General.—
Dodwell & Co.

JACOB DIENERICHSEN, German str., 623, B.
Ohlsen, 5th August.—Haiphong via Pakhoi
30th July, General.—Jensen & Co.

JAMES BEARD, British str., 2,512, Torrance,
7th Aug.—Pulo Baku 31st July, Bulk
Oil.—Meyer & Co.

KENSINGTON, British str., 2,247, Dower, 14th
July.—Callao via Panama and Yokohama
24th May, General.—Order.

KEONGWAI, German str., 1,115, W. Moller-
mann, 6th August.—Bangkok 25th July,
Rice and Teak Squares.—Norddeutscher
Lloyd.

LAISANG, British str., 2,224, Tadd, 1st August.
—Calcutta via Straits 16th July, General.
—Jardine, Matheson & Co.

LOKSANG, British str., 985, F. Wheeler, 7th
August.—Bangkok 29th July, Rice.—Butter-
field & Swire.

LOOSK, German str., 1,020, G. Schultze,
6th August.—Bangkok 31st July, Rice.—
Butterfield & Swire.

LOTHIAN, British str., 3,222, J. C. Williamson,
4th August.—Salica Cruz 30th June.—
China Commercial S. S. Co.

MACHAON, British str., 4,278, S. W. Long, 7th
Aug.—Liverpool and Singapore 2nd Aug.,
General.—Butterfield & Swire.

MACHAON, German str., 635, H. Harjes, 7th
Aug.—Bangkok 1st Aug., Rice and Rice-
meal.—Butterfield & Swire.

MATHELA, Norwegian str., 2,230, H. Taarvig,
21st July.—Ketchikan 15th July, Coal.
—Mitsui Bussan Kaisha.

MEDAN, German str., 476, O. Stoberg, 22nd
July.—Caroline Island, Copra and General.
—Siemens & Co.

REIN, Norwegian str., 726, H. Olsen, 6th Aug.,
—Bangkok 29th July, Rice.—Chinese.

ROHMAMPTON, British str., 1,391, Jackson, 5th
August.—Venice 26th June, Oil.—Stand-
ard Oil Co.

SIAM, British str., 992, Robt. A. Bins, 7th
August.—Shanghai 3rd August, Ballast.—
Coo. Molbain.

SIX, British str., 3,216, James Rowley, 5th
July.—New York 4th May, General.—
Dodwell & Co.

TAMING, British str., 1,342, Pennyfather, 6th
Aug.—Manila 3rd Aug., General.—Butter-
field & Swire.

TARTAR, British str., 4,425, F. W. Evans, R.N.R.,
25th July.—Vancouver via Japan 27th
July, General.—C. P. R. Co.

TIJMAHI, Dutch str., 2,476, N. v. W. Jurriaans,
3rd August.—Macassar 26th July, Sugar
and General.—Java-China-Japan Line.

TRITON, German str., 1,033, H. Kraft, 6th
Aug.—Swatow 5th Aug., General.—
Osaka Shosen Kaisha.

TWEDDALE, British str., 2,873, T. Milne,
25th July.—Darban 25th June—Gibb,
Livingston & Co.

TYR, Norwegian str., 1,408, D. L. Danielsen,
7th August.—Hongay 4th August, Coal.—
Sandor, Wieler & Co.

VENUS, British str., 2,308, Fongher, 24th July,
—Cardiff 8th June, Coal.—Order.

WAIHORA, British str., 1,167, W. Brown, 6th
August.—Hollow 5th August, Cattle and
General.—Chinese.

WONGKOL, German str., 1,115, J. V. Bruhn,
3rd August.—Bangkok 28th July, Rice
and Wood.—Butterfield & Swire.

YEDDO, British str., 2,974, Baird, 21st July.—
Barry 15th May and Singapore 15th July,
Coal.—Dodwell & Co.

SAILING SHIPS.
E. B. SUTTON, American barque, 1,248, John-
son, 19th July.—Chesoo 29th June, Ballast.
—Order.

ECLIPSE, British ship, 2,978, J. McBryde, 10th
May.—New York 10th December, 1903,
Cass Oil.—Standard Oil Co.

EVIE J. RAY, American barq., 913, Kaslin, 6th
August.—Manila 20th June, Timber.—
Sandor, Wieler & Co.

KEWBERE, British barque, 2,334, Burch, 14th
June.—New York 29th January, Kerosine.
—Standard Oil Co.

MARIA, Italian barque, 1,118, D. Urse, 9th
April.—Fremantle 7th Feb., Sandalwood.
—Order.

SOKOTO, British 4-m. barque, 2,193, William
Bourke, New York 3rd April, Petroleum.
—Standard Oil Co.

TRONGATE, British barque, 948, A. Hutton,
28th May.—Fremantle 23rd March, Sandal-
wood.—Gillman & Co.

BRITISH WARSHIPS.
CHERRY, water tank and tug.
HARDY, torpedo boat destroyer.
HART, torpedo boat destroyer.
LEVANTIAN, cruiser, Capt. Stopford.
OTTER, torpedo boat destroyer, Lieut. E. H.
Jellicoe.

TAKU, torpedo-boat destroyer.
TAMAR, receiving ship, Commodore C. G.
Dicke.

VILAGO, torpedo-boat destroyer.
FOREIGN WARSHIPS.
GENERAL ALATA, American transport, Captain
Whitton.
TITANIA, German cruiser, Capt. Schaake.

